



Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact support@jstor.org.

tion and clear thinking have been brought into play. Although no claim to scientific treatment is made, the book reveals the cultural value of geographical equipment for writing such a work. None of the burning questions in the United States appear to have escaped the writer's notice. In dealing with each he has drawn upon the best which the Old World's culture could afford, and yet his conclusions differ in nowise from those reached by the best-informed Americans.

LEON DOMINIAN.

Voyage aux États-Unis de l'Amérique, 1793-1798. By Moreau de Saint-Rémy. Edited with an introduction and notes by Stewart L. Mims. (Yale Historical Publications.) xxxvi and 440 pp. Ills., index. Yale Univ. Press, New Haven, 1913. \$2. 9 x 6.

This is not the only occasion on which the Yale University Press is to be congratulated on its selection of historical documents for publication. The present narrative is an excellent presentation of conditions shortly after the Declaration of Independence. Nothing appears too insignificant to attract the author's versatile mind. He skips lightly from Franco-American relations to American servants as he found them in Pennsylvania, or to the commerce of New York, and manages to crowd an amazing wealth of detail in each description. The vision of this outsider has been so sweeping that his book is probably more valuable to us, at present, than to the Frenchmen for whose eyes it was intended.

LEON DOMINIAN.

The Economic History of the United States. By Ernest L. Bogart. 2nd edit. 597 pp. Maps, ill., index. Longmans, Green & Co., New York, 1913. \$1.75. 8 x 5½.

That "the keynote of all American history is found in the efforts of a people to appropriate and develop the natural resources of a new continent and there to realize their ideals of liberty and government" is the general thesis of Professor Bogart. The thirty-three chapters trace the development of agriculture, finances, manufactures, commerce and population from simple colonial conditions to modern complexity. The materials are arranged chronologically under the headings: Colonial Development, Struggle for Commercial and Economic Independence, the Industrial Revolution and the Westward Movement, Economic Integration and Industrial Organization.

The sixteen pages of Chapter I treat of the "Land and Its Resources," including paragraphs on coast lines, water power, coal, iron, animal life, forests, soil and climate, and here is contained nearly all the geographic material which is presented. It would seem to the reviewer that an adequate geographic background is necessary for the reader to follow intelligently the economic development of the people. For example, the success of the Erie Canal and the subsequent development of canals in Ohio, Indiana and Illinois were in part due to the easy routes which were the results of fluvio-glacial action, and it would seem that an explanatory paragraph would be well worth while. A misconception appears on page 79, where the Fall Line is described in New England, while the map on page 5 correctly shows the northern end of the Fall Line as terminating in New Jersey.

The book is "meaty" and the author has succeeded in presenting much statistical matter in an interesting manner. The inclusive bibliography is a useful feature and the entire book should be useful as a reference book in geographical study.

F. V. EMERSON.

Frémont and '49. The story of a remarkable career and its relation to the exploration and development of our Western territory, especially of California. By F. S. Dellenbaugh. xxiii and 547 pp. Maps, ill., index. G. P. Putnam's Sons, New York, 1914. \$3.50 9 x 6½.

A handsome tribute to the "Pathfinder whose camp fires have become cities." It is an appreciative but withal impartial account of the pioneer work of the explorer and engineer who mapped out the course of a railroad to the Pacific Coast and did so much to add California to the territory of the United